

TRAC Meeting: Greenhouse Gas Subcommittee Minutes

Date: September 1, 2009

Member Attendees

Last Name	First Name	Company
Acott	Andy	Laydon Composites Ltd.
Berry	David	Swift Transportation
Cowan	Scott	TEC California
Darakos	Taki	FedEx Ground Package System, Inc.
Harney	Glenn	Hyundai Translead
Laskowski	Stephen	Canadian Trucking Alliance
Lujan	Steven	Cascade Sierra Solutions
Miller	Dan	SMART Refrigerated Transport
Noland	Kristi	J.B. Hunt Transport Inc.
O'Neill	John	Ace Hardware
Pelle	KC	Megatrux, Inc.
Schrap	Matthew	California Trucking Association
Senecal	Patti	Int'l Warehouse Logistics Assoc
Smith	Andrew	ATDynamics, Inc.
Smith	Matthew	Navistar
Souza	Dan	Mountain Valley Express
Tichelman	Robert	Windyne, Inc.
Tunnell	Mike	American Trucking Association
Viklund	Kevin	Volvo Trucks North America
Weakley	Tom	Owner Operator Independent Drivers Assoc.
Zaborowski	Stephen	XTRA Lease LLC
Pintar	Dassi	ARB
Sanchez	Yvonne	ARB
Chen	David	ARB
Lemieux	Stephan	ARB

Discussion Items

- Discussion Item 1: Initial Overview of Subcommittee Purpose and Responsibilities
- Discussion Item 2: Participant Expectations and Suggestions
- Discussion Item 3: Requests for Information and Feedback

Discussion Item 1: Initial Overview of Subcommittee Purpose and Responsibilities

The purpose of the Greenhouse Gas subcommittee is to support and facilitate the implementation of the Heavy-Duty Greenhouse Gas regulation through stakeholder participation, and not to try to change the regulation. The Chair

provided overview of status of the regulation and implementation efforts (including website development, fact sheets and other written materials.

Staff provided an overview of the status of training efforts, including what has been accomplished so far, and plans for future training.

Logistics issues were discussed included selection of subcommittee co-chair (Dave Berry, Swift Transportation) and designation of note-taker.

Subcommittee member suggested the possibility of establishing a share site where documents can be placed for review and comment by members, because some members do not have the capacity to receive large documents via email. ARB staff will explore this option.

Subcommittee requested holding some future meetings via webcast or videoconferencing, because of the time and costs of travel and the fact that several subcommittee members must travel long distances to participate. ARB staff emphasized the importance of in-person participation, but also agreed to explore these alternative options to accommodate those who may not always be able to make the trip.

Discussion Item 2: Participant Expectations and Suggestions

Members stated the importance of moving rapidly with implementation because large fleets need more lead time to transition their fleets before the regulatory deadline.

Members requested that US EPA SmartWay staff participate in subcommittee. Staff agreed to invite SmartWay staff.

Members expressed concern about how the GHG subcommittee will interact with the TRAC committee and how will deal with overlap issues.

Staff clarified that ARB staff as well as several subcommittee members will function as liaisons between the committees.

Member questioned the reason for having separate GHG subcommittee, given the overlap with Outreach and Reporting committees.

Staff clarified that the GHG regulation has a broader audience, and more emphasis on out-of-state and out-of-country fleets.

Members questioned whether performance-based specifications are available and whether modeling may be used in lieu of track or wind tunnel testing.

Staff responded that US EPA recently released a bridge proposal that is available online at <http://www.epa.gov/smartway/transport/what-smartway/tractor-trailer-manufacturers.htm>. Staff also said that ARB currently relies on EPA's testing requirements, which only allow track and wind tunnel testing at this time. Staff also stated that EPA has removed the limitation that previously capped the number of SmartWay tractors per manufacturer.

Member asked what if US EPA makes the SmartWay standards more stringent.

Staff replied that fleets will still only be held to the requirements of the current ARB regulation; however, ARB would probably amend the rule at some point to harmonize with US EPA, which would only affect new vehicles.

Member representing Canadian fleets was concerned about SmartWay tire requirements for Canadian fleets, stating that Canadian fleets are prohibited by Canadian law from using super singles, and low rolling resistance dual tires have traction issues in colder temperatures. This member requested that the committee address this topic in future agendas.

ARB staff will address and clarify these issues in the future.

The members requested a special informal and voluntary training session for members of the GHG subcommittee to address their specific issues and concerns. They requested the training be conducted after the 15-day changes are available. The training will take place on November 9, 2009, the day before the next subcommittee meeting. Member suggested that the committee could develop FAQs from the comments and concerns expressed during the training.

Staff already developing FAQs that will distribute to committee for comment at a later time.

Discussion Item 3: Requests for Information and Feedback

ARB staff requested feedback from committee members, by October 30, 2009, on clarity and content of the GHG website, emailed to Chair and other ARB staff. ARB staff also requested suggestions for future subcommittee discussion.

The members requested the Chair to distribute web link, subcommittee member contact list, and meeting summary to all members